GOVERNMENT OF INDIA
ROAD TRANSPORT AND HIGHWAYS
LOK SABHA

UNSTARRED QUESTION NO:4048
ANSWERED ON:09.04.2003
COLLECTION OF CRF
VINAY KUMAR SORAKE

Will the Minister of ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) the target fixed for the collection of Central Road Fund for the year 2002-03 and 2003-04;

(b) the manner in which the share of 50 % of the HSD Cess and 100% petrol cess is to be allocated to different sectors, sector-wise;

(c) whether the share allocated for under/over railway bridges and safety work has been utilised in full for the year 2001-02; and

(d) if not, the reasons therefor?

Answer

THE MINISTER OF STATE OF THE MINISTRY OF ROAD TRANSPORT AND HIGHWAYS (MAJOR GENERAL (RETD.) B KHANDURI)

(a) The collection under Central Road Fund (CRF) depends on the consumption of petrol and diesel and therefore there is no target fixed for collection of the funds.

(b) As per CRF Act, 2000, the funds are allocated as under:

(i) 50% of the cess on high-speed diesel for the development of rural roads;

(ii) 57.5% of (50% of cess on high -speed diesel and 100% cess on petrol) for the development and maintenance of national highways;

(iii) 30% of (50% of cess on high- speed diesel and 100% cess on petrol) for development and maintenance of roads other than national highways. 3% of this amount is kept for allocation to States for improvement of State roads under 'Economic Importance' and 'Inter-State Connectivity' schemes;

(iv) 12.5% of (50% of cess on high -speed diesel and 100% cess on petrol) for construction of road over/under bridges over railways and erection of safety works at unmanned rail-road crossings.

(c) & (d) The entire funds allocated to the railways for road over/under bridges and safety works during 2001-02 could not be utilised fully due to the following reasons.:-

(i) Delay in finalisation of alignment, approval of General Arrangement Drawings, and submission of estimates for the approach portions by the State Governments.

(ii) Delay on the part of the State Governments in acquiring land and removing encroachments in approaches.

(iii) Non-prioritisation and inadequate allotment of funds by the State Governments in their annual plan.

(iv) Delay in starting of the approach works by the State Governments.

(v) Delay in sponsoring the proposal by the State Governments.